THE REPATED ROADS MUST BE AL-LOWED TO IMPROVE THEIR WACTLITING.

A Symposium of Optalon from Professional Men. Business Men, and Laboring Men-General Public Sentiment in Payor of Granting Permission to Widon the Battery Park Roadway to Four Tracks.

During the past week Bun reporters have endeavored to test public sentiment regarding railroad managers for the use of an additional parrow strip in Battery Park to enable them to improve the rapid transit facilities of the ntire city. It has been persistently said that public opinion would not sanction further encroachment upon the Park under any circumstances. All classes of people-professional men, business men, laboring men-seem to be of one mind in saying that the existing transportation evil must be removed at whatever cost, and that the taking of a few feet of the Battery Park would be but a feather in the scale against the public necessity of the hour.

Charles G. Cronin, Secretary of the Rapid Transit League said: "I firmly believe that the people of New York will soon wake up to a realization of the utter stupidity of the course that for several years has been pursued regard to the elevated railroads. No disinterested person, whose opinion is worth anything, will say that any new road can be built within from three to five years, and from what appears from all the circumstances, considering the delays that usually occur in such works from various causes, conservative and fair estimate is that it will take somewhere from five to ten years to get an entirely new and adequate system of rapid transit ready for operation. It is a great work, and great works take time. Every one admits that the existing roads in their present condition are not equal to the task of furnishing quick and comfortable converance to all who want it.

"No one denies that the elevated roads can be considerably improved as to speed and carrying capacity, and the company stand ready to make necessary improvements just as soon track on the different lines for express trains. and additional room at the Battery for better terminal facilities, the time between the lower end of the city and Harlem can be shortened nearly or quite one half, and the carrying care they not permitted to do these things? Why were they not permitted to do them two or three years ago when they first proposed to? Their application for the necessary privileges was rejected by the authorities for the reason, as alleged, that public sentiment was opposed to it. And why was public sentiment opposed to it, and why is public sentiment op-Almost the whole controversy is about a

strip of the Battery about twenty feet wide in the back part of the park from Battery place to South Ferry, a part of the park which is rarely used except to pass through, as people seeking pleasure go nearer the water, which is from 75 to 200 yards away. It is not proposed to put in any more posts, but simply to widen the structure at the top ten feet on each side, which will allow two more tracks. This is de-Ninth avenue lines can be operated sepately, preventing delays, and allowing the to run with greater frequency and regularity. The space required is so little that few persons would notice the difference in the structure after it was changed, and for this atrip the officials of the company have over and over again said they are perfectly willing to give a fair compensation to the city. This is what is represented in heavy head lines as an same thing which we are told is the 'Determined Effort of a Grasping Corporation to Destroy the People's Pleasure Ground.' Now, is there not more humbug than anything else in all this! Here we have the spectacle, in an nlightened age, of the greatest city in one of the most enlightened countries in the world crease real e-tate values hundreds of millions fort and convenience of all classes, rather than allow a transportation company to take, for a fair consideration, less than one twentyseventh part of the least desirable portion of a small park, that the mass of the isct, care very little about and rarely see. shall not be so taken is the important question, which, apparently, for so long a time. has occupied a large share of the attention of the people of this imperial metropolis. It is enough to make us the laughing stock of the rest of the world. Other cities would hall with delight improvements that would confer even a small portion of the benefit that these chauges would give to New York and vote grants and subsidies to the company that would be willing to carry them out."

J. Hampden Robb, the ex-Park Commissioner, while primarily opposed to the plan of granting to the elevated roads any further space in Battery Park, made some interesting suggestions looking to a solution of the problem yesterday which considerably modify the position that he bad previously taken. Mr. Robo has stated that, in his view, if the elevated railroad company wanted more extensive facilities at its South Ferry terminal it should buy sufficient property from private owners along State street to carry out its plans. During a talk with THE SUN man he admitted that this could not be done, except at impossible exalong State street were not expensive, and property there was less valuable than in the streets to the north.

"Of course," said Mr. Robb. "I recognize the fact that the Battery is the natural terminus of the elevated roads, and it is patent to every one that the present facilities at that point are not what we should have." But you don't think the needs of the city

for better service from the elevated roads are great enough to call for the use of Battery Park?" Mr. Robb was asked.

Personally I have a very great admiration for Battery Park and for its possibilities as & breathing spot, and I would rather see the present unsightly structures gone. But if the authorities determine that the best remedy for the present inadequate service is to be found in a further encroachment on the park. let the slovated structure be made architecturally attractive, and not offensive to the eye as at present. Of course, with increased facilities the revenues of the road would naturally be increased in time, and as the company would not be called upon to pay any compensation to the city for the use of the park, it seems to me that it should be required to erect such a structure as would be an ornament to the park. This could very readily be done, and is the way that

similar works are carried out in Europe. Col. W. L. Strong said: "I think the third track would be an admirable improvement. ersonally I have no objections at all to taking necessary space in the Battery for additional terminal facilities. I am in favor of an under-ground road from the Battery, under Broadway, to Union or Madison square, and branch to the Grand Central on the east side and atraight up Broadway on the west side. I be-lieve that a four-track road running to Kingsoridge and east to the Grand Central Depot is the proper way to solve rapid transit for New York. As such roads will take a number of years to build, we should in the mean time set the boat service out of the elevated roads which

they are capable of rendering." Mr. Charles L. Tiffany said: "I see a great advantage to the city in all possible improve-ments in the elevated system. I have not bought of the third track idea, but would not oppose taking a small part of Battery Park for proper terminal facilities. We want increased Mr. Oswald Ottendorfer said: "We require immediate relief, and if I were a Commissioner

RAPID TRANSIT DISCUSSED. of rapid transit I should consider it my duty to allow the roads to extend their facilities as much as possible. We should not pass through another winter without some relief. We must look at what affords the greatest accommodation for the mass of the people. It will take at least two or three years and probably much longer to get any new road, and we should have that immediate relief which is possible only through an improvement of the facilities of the present roads."

D. C. Hays said: "If the third track is practicable I have no objection to it, and I see no objection to taking what part of Battery Park is necessary. I think it will be a long time before subscribers will be found to furnish money enough to build a new and costly road to carry passengers fifteen miles for five cents."

George F. Baker, President of the First National Bank, said: "I am in favor of any improvements on the elevated roads possible. They ought to be allowed to improve them all

Prof. Herrmann said: "I think the third track

Prof. Herrmann said: "I think the third track would be a good thing, and that the company should have more room in the Battery. The state of affairs there is very bad, and the increase of travel is extraordinary."

George it Schlessellin: "I believe that nublic opinion favors the extension of the elevated roads in the proper way, and that the third track would be greatly popular. I think the roads ought to be allowed space for additional tracks in the Battery."

Charles W. Dayton said: "Every facility and opportunity, by legislation or otherwise, should be given to the elevated roads to improve their system to the fullest extent in order that the upper part of the city may be brought within speedler and more comfortable reach of the lower part. I also think that if new and valuable rights and property are seculized on the roads fair compensation should be given. Other systems are needed, but must necessarily be long deferred."

William N. Brokaw said: "I think the third track would be a good thing. I have been on the underground roads in London and I don't like them. I think ther ought to have more room in the Battery."

Mr. J. Edward Simmons said: "I am in favor of anything that will facilitate travel. I think the third track would be a good thing. If the company want more room in the Battery, and it would be a benefit to the public to let them have it, it should be given without delay."

Mr. H. L. Hoyt, proprietor of the Victoria Hotel, said: "If the third track is feasible I can't see any objection to it. Anything to further rapid transit I am in favor of. I would be in favor of all which will achieve the result transit I am in favor of. I would be in favor of all owners in the Battery Park."

Joseph Park said: "Bullroads must have room to turn around. They are to a certain extent a nuisance, but a necessary one. So are wagons and carts and other things which are a part and parcel of a great city, but without which we can't exist. We can't get along without these things. and to cry against them solely on acc

out these things, and to cry against them solely on account of some slight disagreeable feature is upreasonable."

J. M. Hill said: "I am in for anything that will advance the interests of the city. If the third track is provided by the elevated road it will be a great accommodation to the public. New York is growing faster to-day than it ever has in its existence. I think the elevated roads increase the value of property. I think this theatre (the Standard), which is directly on their line, is we the more by reason of them. I should be in favor of allowing the roads to take necessary room for terminal facilities or anything else that could be done to aid them. People say that an elevated structure is unsightly. But I am here for business, and the roads are beneficial to me in my business. So they are to every one, and to say that they are ugly is little or no argument against them. Beauty and utility cannot always be combined, and where the two are incompatible in a thing whose sole end is to accomplish a practical purpose I do not hesitate to choose that which is useful and seek to gratify my passion for the beautiful with something else."

Joel B Erhardt said: "Every facility ought to be given to afford rapid transit. With the third track, express trains will be run down town in the morning and up town in the afternoon. Every possible facility for improving their extens hould be given."

John A. Stewart said: "If they put the third track between the two that now exist it would give much better service, and would not be any more injury to properly operate the road. But should be compelled to pay for it.

arrangement. They should have the room in the Battery necessary to properly operate the road, but should be compelled to pay for it. I have seen no reasonable objection to the road having a third track and to acquiring necessary property for terminal facilities on proper compensation being made. The most important thing for New York at this time is to secure easy and rapid means of communication between the different parts."

Bilas B. Dutcher, President of the Union Dime Savings Bank, said: "My idea is that we must do about this thing all we can to accommodate the public. We must all yield something to the necessities of the general public. The third track would to a certain extent discommode some people, but we must consider the good it will do all. I think the company should have necessary space in the Battery, but should pay for it."

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short lime."

Gen. Ferdinand Earle said: "I would be very much in favor of the third track. I think it would be decidedly beneficial to the day. I done see any particular other-tion to taking semice and the said of the charter of the charter. I done see any particular other-tion to taking semice and to the charter of the charter."

H. W. Cannon, President of the Charter National Bank: "Anything that the elevated road can do to increase steed and earrying capacity would be a good thing. As only a small space in Battery lark is needed to enable the road to furnish better service they ought to have it. As they occupy so much space now in the streets and parks. I see no roason whyli would not be well to give a little more. In order to get the greatly increased comfort and value."

Mr. John T. Terry said: "It is a manter in which notiber politics nor prejudice should interfer with the good of the public. I have talked with a great many people, and I have yet to din one who objects to the road baving the space at Battery Park; and not only that, but ther currently advocate it. I want to see the roads have all of the facilities possible, for it will certainly be several years before a new road can be built. There is no man in New York of the control of affairs. I have since then completely changed my mind, and believe they ought to have it."

Mr. Theodore Havemeyer said: "I think that anything would be good that would give us more rand transit. I think the city would be benefited by improvements in real estate taxable values. What the city would lose by taking part of the park it would gain ten times over in this way. Men want property where it can be reached. The elevated roads have greatly benefited real estate, and a further improvement of them would correspondingly increase real estate values and also the amount which the city would be supposed. The olevated roads ought to have it in the carrier who have a further improvement of them would be readed and in the road and so the public and i think the amount which th

greatly to prevent delays. There is congestion there which checks trains and causes delays ever the whole lines."

Mr. Edward Lauterbach said: "Whatever tends to the convenience of the public ought to be allowed. If further accommodations at the terminals of the elevated roads conduce to this end, there ought to be nothing put in the way of getting them if the company make full compensation to the city or to private parties, and this ought to be paid in advance. That being done. I can imagine nothing that can be done that ought not to be conceded to the elevated roads. While they may be selfish in seeking to perfect their service, they leave the public in doing so.

Ex-Gov. George Hoadly said: "I regard the elevated system with great favor. It is an ex-

cellent one. I am not at all personally interested in the roads, and never had a case for them nor against them, but, looking at it from a public point of view. I think the system a good thing. I should be gird to see another track for express trains, and see no objection to widening the structure at liattery Park to admit of additional tracks there."

Gen. Fitz John Porter said: "I think that anything whatever that would relieve the present trauble would be desirable. Anything of the kind mentioned would be a great blessing. If the company cannot get sufficient private property for terminal facilities I think that if the Legi-lature will give them the necessary space in the Battery it would de a great deal of good to the public. The good which it would accomplish in this way would far overbalance the detriment of the public by taking it for this purpose."

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"I think the Manhattan Company should have had the room needed in the Rattery long ago. They should have every facility that can consistently be granged them."

Mr. Robert B. Roosevelt said: "I would just as soon they would have the Battery as not. If they are permitted to make necessary improvements and placed under contract as to speed and frequency of trains, we don't need any more rapid transit than that. The number of trains should be determined by some city official, the Mayor or Commissioner of Public Works."

of trains should be determined by some city official, the Mayor or Commissioner of Public Works.

Mr. Ferdinand Fish said: "I think the roads should have been built with a third track originally, and the longer it is deferred the worse for the city. I am a west sider, and every night after 5% there is delay on account of accumulation of trains, and thousands of Harten passengers have to crawl along because every train has to stop at every station, whereas through passengers might, with a third track, fly right along stopping but three or four times between the lower end of the city and Harlem. The company offered years ago to make these improvements, and they are not to blame that they have not been done. I have no sympathy with the cry against taking ract of the Battery, and I would certainly give them the necessary room there. Alter all said about the 'ramshackle makeshifts' as one newspaper describes the elevated reads. I have seen nothing better presented to the Commission in the line of rapid transit, notwithstanding the subject has engaged the best thought and talent in the country. The 'hole in the ground' system will never be puritish my judgment, or if it is, it will never be profitable for passenger business."

Mr. George F. Vall, President of the Fourteenth Street Bank, said: "I moved down town on account of the difficulty of getting up and down, I have always felt that the elevated roads ought to have more room in the Battery. I would be in favor of the third track or anything else that will help in getting people up and down town with greater comfort and designer.

Archur B. Graves, President of the St. Nicholas Bank, said: "I think the road ought to have all facilities. This atructure is up and prover's the only facilities for getting rapid transit. I would without hesitation allow the roads necessary additional space in the Battery. It would be for the service of all if utilized in this way."

Views of Laboring Mr.

Very few persons can be found among the

VIEWS OF LABORING MEN.

views of Laboring Men.

Very few persons can be found among the hardest working people in Harlem, workmen who work with their hands, either in day's work or in trades, who in answer to questions object to the proposed change in the elevated railroad. The fur her the reporter went from the main arteries of the elevated railroads in Harlem the more eager the people we's for elevated railroad. Most anxious for an outlet and mest willing to pormit any needed changes in the roads that will bring the liattery nearer to Harlem are the people in the district between Lexington avenue on the east and Sevenih avenue on the west; the Harlem litter on the north, and 125th street on the south. It is rapidly growing to be a residence district, and buildings, are going up in every direction. Nome of the workingmen taken at random in this district made these replies yes; erday.

Fatrick McNamara, a laborer, of 615 Courtlandt avenue; "We can not get enough rapid transit in New York. I believe in preserving the parks, but there's only a narrow strip of ground that will be shaded."

Robert Thompson, marble worker, 131st street, near Third avenue: "I do not see how the proposed improvements will injure Battery Yark. They will not take up any more light or air then the elevated occupies now. Anything that will bring more rapid transit."

Thomas Flannagan, Park avenue and 134th street, bag sewer: "Harlem residents need rapid transit more than others on this island on account of its shape being long an inarrow. I don't see how any one in this tart of the iown can object to the scheme."

M. C. Egan, horse-shoer, Madison avenue, and the street of the mark there is a street of the proper use of Battery Park. F. C. Doolittle, a bricklayer of Teuth avenue and 130th attantile not one was met with who objected to the scheme."

M. C. Egan, horse-shoer, Madison avenue, and the proper use of the sea wail or as near to it as no slibe, and that is far from the spot where the proper use of the sea wail or as near to it as no slibe, and that is far

least; I believe in bayesis, and transit.

Join O'Comor, laborer at 76 Fearl street—I can see no possible objection to the clevnted roads having the extra space they ask for if it will benefit the travelling public and give us will be control traveling public and give us rapid frausit.

Fred Dingledor, e.gar maker at 88 Wall atreat—I am in favor of the elevated roads having all the space at the park necessary to give us rapid trausit. They ought to have had it in ago. The park will not be injured in the least Bobert Lenton, moulder at 19 Old slip-I am in favor of anything which will help rapid

Detective Sergeant Heidelberg of the Central Office had as a prisoner at the Tombs Police Court yesterday Arnoid Priedman, another of the Austrian lottery bond brokers, who is accused by William Kramer of 705 East 145th street with wrongiully gaining possession of a \$200 Austrian bond. Kramer's story is that he bought a \$200 Austrian lottery bond from Jacob Traub, a broker at 17 Bond street. Traub failed and subsequently Kramer received a letter from Friedman Brothers of 650 lireadway, of which concern the prisoner is a member, saving that they had bought out Traub's business and would in future negotiate all outsianding accounts for bonds. Then an agent of the Friedman's called on Kramer, and, under some pretence, got borsession of the bond, leaving in its place a paper alleging to be a certificate for the bond. It is worthless. Justice Taintor set Friedman's examination for April 8. the Austrian lottery bond brokers, who is no-

Fits Fischer Hangs Himself.

girl whose father and mother lived in Dumfriessbire. Then Hansen began to think it was time to give up the sea and devote him-self to his wife. And when a girl baby came to them, four years ago, this idea took form. So he and his wife and the baby came to this country, and he began to look about for some work which had to do with the sea. For the

There is one business in which a man cannot engage unless he is married. That busi-

on the \$5 a week which the head of the family made. Last October they sent Baby Elizabeth to Scotland to Mrs. Hansen's parents, where she could get more room to grow and a chance to learn semething when she got older. For scow life, which is hard on a woman, is terrible for a child, and dangerous, too. A scow, with no railing around it and deep, deep water on all sides, is no place for a baby's playground. Since October there have been no traces of Baby Elizabeth in the seew cabin except a few rugged old slips and a little worn while we recking chair that wouldn't rock any more because one rocker was gone.

On Wednesday afternoon seew No. 8 and another left the Jackson street dump bound for Weshawken. Each was piled high with a pyramid of filling material and was loaded to its full capacity. They were towed by the tug. F. M. Brown. The Brown got them down the East liver all right, as the tide was ebbing. But at the Battery and as the push up the North River began the tug found that the seews were too much for her. So seew No. 8 was anchored at the left side of Pier I. North River, while the other scow went on to Weshawken. The tug was to come lack for it capt. Hansen waited all the afternoon and then gave it up at 6 o'clock and said that he and his wife and the snow would pass the night at Pier I.

Toward 10 o'clock Mrs. Hansen went to bed in the low narrow cabin, and a little later her husband turned in. No place could have been securer apparently. Two stout hawsers held the seew to the pier. It was heavily but evenly loaded. About 2:45 o'clock vesterthy morning Mis. Hansen awoke suddenly from a sound sleep. Her husband was shouting to her. "Get out of here, Mary! Get on the dock." She jumped from the bed half dazed. Her husband the pockethook, with his month's pay in it, in the other. The caoin floor was tilled at a steep angle. Hansen pushed his wife up to the floor of the scow, dropped, fell into the saw the power was a lurch and a higher tilt. The pyramid of dirt toppled, fell into the water, and carried h righted, and began to float out into the bay.

The woman stool silent for a minute. Then she began to scream "Save my husband! Save him" so that Fireman Meary of the police hoat Patrol just across the slip at Pier A, sounded an alarm. Officers Hahn and Harlier junced from their berths and without waiting to dress or even put on their shoes, rushed to the front deck. They jumped into a rowboat and started after the scow, followed by the cries and the moans of the woman. The tide was running out and carried the scow with it. There was a raiber heavy sea, and as the officers bent to the oars the water drenched their underclothing, which was their only covering, and chilled them through. They covering, and chilled them through they covering, and chilled them through. They covering, and chilled them through they were hanging from them. They went into the cabin. Everything was soaked with water. There was no trace of the man. He evidently had been drawn down with the mass of filling material that fell into the water at the pier.

The officers get into the boat and started to row back, but the Patrol came up, took the sow in tow and all came back together to Pler A, to the left side of which the broken and empited scow was anchored. Meanwhile they had taken the woman into the police station and put her in a chair by the stove where she sat shivering and crying. She put on some of the stone arches of the pier and tilled it so that the dirt was tumbled to that side. The next swell tilted it still more, and the next broke the ropes already strained by the weight of the displaced dirt and by the power of the way. Then the scow tilted its load and its Laptaln into the sea and righted again.

Yesterday morning Mrs. Hansen went aboard the scow with a friend of her husband. Henry

load and its Captain into the sea and righted again.

Yesterday morning Mrs. Hansen went aboard the scow with a friend of her husband. Henry Benson, also a seow Captain. They took out the furniture and bedding and heared it on the wharf. The only mency Mrs. Hansen had went down in her husband's hand. His body will not rise for many a day, and may never he recovered. Mrs. Hansen's eyes were red as she worked, but she did not cry.

A LETTER CARRIER'S SUICIDE. Cut His Throat in the Room Where His Brother Slept-Did Dorau Jump or Fall ? John Broderick of 75 Sullivan street, a letter carrier attached to Station E. at Twentyeighth street and Seventh avenue, committed suicide yesterday. John and his brother Joe supported their three sisters. Mary, Margaret and Ellen. Their parents are dead. John used to work in the billiard room of the Grand Central Hotel. Recently he got to be a \$600 letter carrier, and it seemed to be a fear on his part that he might; are to give up this sob that led to his killing himself. He was not strong, and his work, aimost entirely among the hotels, was heavy, and last Saturday he fell ill. Dr. It, S. Hansom told him he needed rest. He was suffering, the doctor said, from nervous preservation and a tendency toward melancholia. He took the rest, but it worried him. He was afraid he would have to resign.

John and Joe slept together. Yesterday merning their sister Ellen entered their room and found John out of bed, lying in a corner on the floor, with blood ausbing from a razor cut in his neek. Joe was still seleen, John blied to death before help could be brought.

Groans from a blind alleway, between two of the ricketty old tenement houses in Staple street, attracted the attention of a policeman at 515 o'clock yesterday morning. Within the alleyway he found Patrick Doran, crushed and dying. Doran was a brickiarer, and lived with his wife, Mary, at 6 Staple street, one of the house that abut upon the alley where he was found. Doran was unable to tell how he got into the alleyway. He died in the 6 hambers Street Hospital at 2:35 o'clock. His wife could not explain his death, either. He had been acting a little queerly for a day or two, but she had not supported him of planning to kill himself. He got up yesterday merning at about \$0 c'clock to go to the yard, he said.

Mrs. Doran went to sleen, and the next she head of him was from the police. His rooms were on the other side of the house from where he was found. It is supposed that he went up to the roof and jumped down. The building is six stories high. to work in the billiard room of the Grand Central Hotel. Recently he got to be a \$600 letter

Miss Holman Gets Back Her \$5,000. WORCESTER, Mass., March 27 .- The jury in the case of Emeline B. Holman agt. W. W. Rice, Henry W. King, and Charles M. Rice, comprising the law firm of Rice. King & Rice turned a verdict this morning for the plaintiff. The case has occupied nearly two weeks and has created quite a local sensation. It is a bill in equity, brought to recover \$5,000 given by the right to the defendants in the settlement of a suit for \$30,000 brought against her by Mrs. Almeda D. Kendall for the allenation of the affections of her bushand, Whilam R. Kendall. All the persons concerned are of this city. Pleintiff's bill alleged that Mr. King obtained the money from her "by means of fraud intundation, and undue influence," while she was at his office alone with him. Conspiracy was also charged against him.

The rury found against king on the first charge, but alindeed him innocent of conspiracy. This finding is surposed to destroy the single exception taken by the defendants' counsel, which related to the alleged conspiracy. Miss Holman will set back her \$5,000. turned a verdict this morning for the plaintiff.

RICHES IN CIGARETTES.

Here Is a Close Guess at the Fat Profits

The suit of Theodore E. Allen against the Kinney Tobacco Company to recover \$50,000 commission for his services in organizing the American Tobacco Company is one of five legal actions which will shortly bring the whole history of the formation of the Cigarette Trust npon court records. Mr. Allen's other four actions are: against Allen & Ginter of Richmond, Va., for \$70,000; against W. Duke, Bons & Co. for \$70,000; against W. B. Kimball & Co. of Rochester for \$30,000; against Goodwin & Co. for \$30,000. The last mentioned action has not yet been begun. The suit against Allen & Ginter was brought in the United States Circuit Court, District of North Carolina, was transferred to the District of New York and will come up for trial next The suit against Kimball & Company, like the suit against the Kinney Tobacco Company, is in the New York State Supreme Court. The action against W. Duke, Sons & Co. is in the United States Circuit Court, New York

sea and water craft were all he knew. There is one business in which a man cannot engage unless he is married. That business is taking care of dirt scows, you see they want a man who will stay on the scow even though she be moored within halling distance of a score of salonos. A single man cannot be trusted. A man with a sweetheart would be out of the question. But a married man is just the person. For on these great scows there is a cabin aft in which there is room for a wife, a baby, a bed, a few chairs, a table, and a stove-just room, and not an inch to spare. And the married man will set up his household gods and romain day and night, taking to his wife, dandling the baby, with an occasional look at the weather and the water.

So Ferd Hansen finally became Captain of a dirt soow. A year ago, on March 6, he was put in charge of scow No. 8, belonging to Fieming & Brown, contractors for filling material at 129 Broad street. For several months the Hansen family got along very well, the three copped up in the little cabin and living saugiy on the \$3 a wock which the head of the family made. Last Cerober they sent thaty Elizabeth in the secon value of the same of the calculated of the family more becames one rocker was gone. S and an except a few ranged old slips and a little worn willow recking chair that wouldn't rock any more becames one rocker was gone. S and any or firm received in stock certificates from the trust which all were combined in Octon the state of the first one of the construction of the first of the whole water, and the state of the construction of the first of the whole water of the construction of the first of the water.

So Ferd Hansen finally became Captain of a dirt sown, contractors for filling material at 129 Broad street. For several months the Hansen family got along the trust of the first of t this rebate.

Mr. Allen is very emphatic in his denial that the American Tobacco Company is a trust. He calls it a "consolidation," and compares it with the railway consolidation that resulted in the New York Central and Hudson liver Italiway system.

WAS MRS. BEACH INSANES

An Old Family Trouble Taken Up by Miss Lathrop's Society. Nearly a year ago Mrs. James Beach, an attractive-looking woman of 30, who lives with her husband, a freight inspector for the Trunk Line Association, at 396 Washington street, Hobokon was committed to the New Jersey State Asylum at Morris Plains on the certificate of Drs. Atwell and Simon of Hoboken. The physicians who examined her said that her insanity was shown principally by jealousy of her husband. On March 31, 1890, she was removed to the asylum, and on April 8 her father came from Middletown and obtained her release. In the following May Mrs. Beach called on Prosecutor Winfield of Hudson county with her father, and accused her husband and the two physicians of conspiracy.

She complained that it was a put-up job to get her out of the way. The story got into the papers at the time, and the inve-tugation made by The Sux showed that there was considerable evidence to prove that there was no conpapers at the time, and the inve-tigation made by The Sux showed that there was considerable evidence to prove that there was no conspirace. An effort was made to procure the indictments of the two physicians, but nothing ever came of it. Last Pecember Mrs. Beach, who continued to live with hor husband in their Washington street home, brought a civil suit against him and the physicians, the papers in which were never even served upon Mr. Beach, although he was made a party to the action. The prominence of the two physicians in Riobsken caused no end of talk at the time. Beach, although he was more action. The prominence of the two physicians in Hoboken caused no end of talk at the time, but everybody had nearly forgotten about the family trouble when it was brought up again yesterday. About a month ago the Ant-Kidnapping League and Lunacy lieform Union, which was organized a few months ago by Miss Lathrop, got hold of the story of Mrs. Beach's incarceration. Lawyer Alfred Bach, who is the League's counsel, and Mrs. Beach the League would revive her yer Alfred Bach, who is the League's counsel, told Mrs. Beach the League would revive her light for her. He obtained an affidavit from her, in which she told in vivid terms how she had been forcibly removed to the Murris Platns Asylum, and how her father had obtained her release. Mr. Bach said yesterday that he was in communication with Acting Prosecutor Noonan of Hudson county, and that the League was going to work hard to obtain the indictment of the physicians.

Mr. and Mrs. Beach were both at home when the reporter called last night, and Mr. Beach was very much astonished at the latest move of his wise, which he said was just as much a surprise as her previous attempts to make him suffer for placing her in the assium.

Dr. Simon said last night that he had nothing to fear, and was fully convinced from the investigations he made at the time that the woman was actually insane. The fact that she was a private patient, and only committed to the asylum on the physicians' certificate made her removal by her father possible at any time.

RUMORS ASSAIL A BANK. They Are Belleved To Bo Unfounded and

Are Contradicted at the Bank. Wall street has for several days had a report that one of the smaller banks was in a strait, and yesterday there was added to the report a story that there was a run on the bank. A equad of reporters went to the bank to inquire. The President expressed great surprise, and said that there was absolutely no ground whatever for the reports. The transactions during the day had been normal, and the average amount of business had been done. The first he knew of any rumous that his bank was in trouble was when the reporters called on him. The bank's affairs were in strictly first-class shape in every respect, he said, and he was altogether at a loss to understand how such a failse and injurious rumor had gained circulation. The bank was a creditor at the Clearing House yesterday.

The President, after hearing from the reporters, tried to telephone to the Clearing House, but couldn't get it, and the cashier went to see Chairman Tappen of the Clearing House Committee, it is probable that the committee will take steps to-day to set the rumors at rest. The Clearing House authorities believe that the bank is in excellent shape. The President expressed great surprise, and

Augusta, Me., March 27 .- The Legislature assembled in joint convention this forenoon to consider the matter of removing from office. by address to the Governor, Judge Charles S. Hamilton of Biddeford. He is charged with intemperance, immorality, and licentiqueness intemperance, immorality, and licentiousness while a Judge, presiding over court while intoxicated, and lilegally signing and issuing, for officers use, blank legal documents when no cases were pending to authorize their issuance. Hamilton's coursel denied the charges, saying that they were not properly drawn and that sufficient notices had not been given to prepare a defence, and asked that the petitioners be ordered to furnish a bill of particulars.

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DID HE SET A NEW YORK FIRE, TOO? Firebug Miller Was Near the Fatal Pire !

Allen Street on March 18. The Brooklyn police are veginning to think that Hugh C. Miller, the firebug, did not confine his incendiary operations exclusively to their city, and it was said yesterday that they were working on a clue which might more or less directly connect him with the fatal tenement fire which occurred at 3:15 o'clock at the corner of Allen and Hester streets in this city

masked ball of a Smyrna Circle, at Sacngerbund Hall, in Smith and Schermerhorn streets. Brooklyn. The Smyrna Circle is a social organization for both sexes which meets weekly at 154 Bridge street. Four of the seven offi cers are young women. Miller divided his attentions at the ball between two pretty young women. One of them, to whom he seemed particularly devoted that night, is Miss Katle Cooney, who is said to live in Allen street, this city. It is alleged that Miller left the ballroom with her at about 2 o'clock in the morning. When he went away he remarked to an acquaintance that he intended to see her to her home in Allen street. The police would like to know more about Miss Cooney. Nobody seems to know her address, except possibly Miller, and he denies that he ever met the young woman. If the information of the police is correct, Miller, in all probability, was somewhere in the neighborhood of Allen and Hester streets at about 8 o'clock on the morning of March 18.

Miller, says he attended the ball with Miss Annis Ferguson, and emphatically asserts not only that he danced with nobody else that night, but took the young lady home. The members of the circle say that Miss Ferguson's escort was John T. Henry. At the ball Miller provided a reporter with a list of those who were present. The list, which was written by him on a sheet of manila paper, was not published, and Miller wrote to the reporter asking for its return, as he wanted "It in the worst way." The list was sent back to him, and those who saw it cannot remember that it contained the name of Miss Cooney. Miller had promised to escort a young lady named Green to the ball, but he did not call for her, nor did he ever excuse himself for his failure to keep the appointment.

"He seemed particularly anxious at one time to make an impression upon Miss Green," said a friend yesteriay. "He called at her parents' home twice a week and acted as if he was sweet on her. He did not manifest any peculiarity except once. That was when he remarked that there would be an explosion if he publied the table cover and lamp from the table to the floor. I would be without a sweetheart if I did that, he said. Mrs. Green took the matter as a loke, but she now believes that at the time he cers are young women. Miller divided his at-

SOUBRETTES' HUSBANDS.

ported Desire for a Divorce.

The big steamboat Plymouth of the Fall River line went through some rough weather on her first spring trip from Newport to New York, last Sunday, and there was a heavy see on off Point Jude on Tuesday morning when she rounded it on her first trip East with 500 passengers on board; but she proved herself

A Peripatette Pool Shop.

Pool sellers willing to accommodate sporting men of small capital congregated near Harlem Bridge yesterday and took 25 and 50 cent bets on the Guttenburg races. The main office of these petty pool sellers was in their overcoat pockets from which they would draw small

Meeps Tab on Her |Arrests.

Officer Nagle of the Old slip station arrested well-dressed woman on the South Perry boat. Winons, on Thursday night for being intoxi cated and brutally whipping her child in the cated and brutally whipping her child in the ladies' cabin during the trio from Brooklyn to this city. When arraigned in the Tembs Court yesterday she gave her name as Mrs. Lizzle Cook of 66 High street. Brooklyn. She says her husband is a wealthy manufacturer of patent medicines. She was fined \$10. and decided to take it out in days. The child, whose name is Emma. is only 7 years old. She was turned over to Mr. Gerry's scoiety. Again Schultes says the woman has been arrested twice before for the same offence. She insisted that this makes her seventh arrest instead of her third.

Hhe Likes to be a Hindoo Girl.

Justice Ford at Jefferson Market Police Court yesterday for a warrant for the arrest of his wife, known as Pearl Higher, the "Hindoo Girl," who is performing in a Bowery museum

Men who were going to work yesterday morning found the body of a man hanging between two freight cars on the Erie railroad at the foot of Fourth avenue. Newark. The body was still warm when cut down but life was extract. In the rocacl of the sack cont was a card with "This is Fritz Fischer Newark" written on it in German. Fischer had climbed to the roof of one of the cars, tied a rope to the brake wheel with a nonce about his neck, and jumped down between the cars. His nock was not broken. He was a tailor, 50 years old. A Judge Accused of Intemperance and Immorality.

WAS MEVER AS PRETTY IN DESIGN AS NOW.

ARE LEADERS IN GOODS OF PIRST CLASS QUALITY. MODERATE IN PRICE,

ENDLESS IN VARIETY.

on the morning of March 18.
On the night of March 17 Miller attended the

at the time he really meant to drag the lamp over."

The investigations of the police into Miller's habits show that he was rarely home telore the small hours of the morning four of the seven days of the week. Where he spent his time on these occasions can only be conjectured, but it is known that he frequently visited dance halls in various parts of the city. It is said on good authority that he had made arrangements to marry four or five young women of his acquaintance.

Miller's case will be called for a hearing before Justice Waish on Monday next, and it is probable that the police will have learned more about his alleged visit to Allen street before he next appears in court.

Ben Tuthill Meditates On Ida Muelle's Re-

The news telegraphed from Chicago to the effect that Mrs. Ben Tutbill (Ida Mulle) of "The Crystal Slipper" company was about to begin proceedings for a divorce from her husband, was a surprise to Mr. Tuthill. He said yesterday that he had heard nothing of it before and attributed the pronothing of it before and attributed the proceedings to his wife's parents. He preposed to defend the suit. "In a nutshell, the case was this." he said: "In wife was generally in receipt of a good salary and her parents wanted it. There was another thing: When I married I became known as, and was introduced as 'Ida Mille's husband. But I wanted my wife to be introduced as 'Ben Tuthill's wife.' You know Casar was ambitious! I carry a life insurance of \$5,000 in her favor, and I hardly think that looks as though I were treating her badly. About three weeks ake we had a quarrel in Philadelphia, but I expected that would be patched up. However, her mother came on from Boston and the breach was widened. This seems to be an off season for soubrettes' hu-bands—Harry Phillips and kate Castleton, John Rogers and Minnie Palmer. Quite a list.' The infection is in the air and she caught it."

Holds Her Down with Bad Weather,

passengers on board; but she proved herself to be a well-balanced boat. The Plymouth carries a new crew. They are: Captain Abram G. Minmons. First Pilot Braley, Second Pilot Phillips, Mate William H. H. Thompson. Second Mate W. Kennedy. Third Mate Grorge W. Mott. Purser and Chief Engineer J. B. Benson, First Assistant George Conklin. Second Assistant Charles Weed. Electrician James Ronaldo and two assistants, Chief Steward B. T. Cregan and 60 men. 70 deck hands, 12 firemen. 4 coal nassers. 2 quartermasters, and 8 watchmen. The Flymouth is shorter than the Puritan by about forty feet, but she shows evidence of a speed that may exceed the Puritan's.

pockots from which they would draw small orange colored pads, record the bets and tear off the coupon for the purchasers. Petective floss captured a man and a pad, but in the florien Police Court he said he could not swear what use the prisoner put the pad to. He knew, however, that so many mea wanted to secure one of the little orange coupons that he could truthfully swear the prisoner had caused a crowd to collect. Justice Hogan discharged the man but told him not to cause any more crowds to congregate in the streets of Harism. The prisoner is George W. Tarbox of 101 West 131st street.

8, D. Forman, a Broadway florist, applied to

Girl," who is performing in a Bowery museum. Forman said that he and Pearl were married on Nov. 13 hat, and lived together for one week. The wife then went off with a dime museum company. The husband is but 19 years old. He makes enough money, he said, for both but Pearl apparently prefers posing as a "lindoo ('irl' to living with him. The Justice advised Mr. Forman to seek relief in a civil court.

Rev. P. S. Henson Cured. Why suffer with La Grippe when Germetuer if taken at once will prevent contracting the disease! Also, gives speedy relief to those arready afflicted. For its effectiveness read the following: REV. P. S. HENSON.

Postor First Hapitst Church, Chicago, Postor First Hapitst Church, Chicago, "An almost facia tack of i.a. Grippe last winter lefme with massicatarrh and such susceptibility to bronchal frication that the slightant exposure would develop it, and a very little effortin public speaking would result in a distressin hoarsenses, so that i had serious fears of permanent disability. "Besides I suffered with dyspeptic troubles—notably what is popularly known as heartburn—from which I found it difficult to editain relief. I was induced by a friend to try king's Boyal Germetner, and it gives me great pleasure to say that its effect has been as magical as 'Roch's Lymph' is reported to be, which is also a 'germ destroyst', though taken in a different way. "Catarrh bronchial firitation and dyspepsis have all disappeared before one buttle of the termstust has been used.

"Le of my sons who has long been a sufferer from the of my sons who has long been a sufferer from determine the received has signal relief from the old stems." Pastor First Baptist Church, Chicago

"Chicago, Dec. 10, 1889." "P. H. MENSON.
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New York.

New York.

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SUPERINTENDENT FOR LIFE EFFECT OF THE MARTIN BILL ON THE PUBLIC SCHOOLS.

A Perpetuation of Jasper and a Revival of the Marking System which Saves Inca-pable Teachers So Many Anxiettes, "There are twenty-three bills before the As-

sembly affecting the public schools of this city. and most of them are iniquitous," said School Commissioner Guggenheimer yesterday. Commissioner Guggenheimer had returned but a few hours before from Albany, where he had been fighting most of the twenty-three twenty-three bills the most important is that of Assemblyman Martin to make the terms of the Superintendent of Public Schools and his seven assistants six years instead of two, and to elect them by a three-fourths vote instead of a majority vote. The bill provides that at the next election for Superintendent and assistants a majority shall elect as at present. but thereafter a three-fourths vote must be had. It is conceded that this would be pracment.

Jasper to remain perpetually at the head of the school system? That is the question," said several members of the Board of Education. Commissioner Miles M. O'Brien, among these. said: "It is no secret that this Martin bill originated with the Malo Principals' Association of this city in secret sessions of that organization. The Chairman of that organization. Henry P. O'Neil, was in Albany to push the bill, with a delegation of the tenchers. The cause of their anxiety is not far to seek. If the bill is made law Superintendent Jasper will favor the restoration of the marking system in the public schools as it visted a year ago. It required a good deal of fighting in the Board of Education for a few of us to secure the passing of a law to improve the marking system. By the old method teachers were advanced in accordance with the number of credits there was expossite their names on the rolls in the City Superintendents office. The result was that the teachers crammed their scholars for examination, and filled their heads with parrot learning to be ratified off before a committee. It was necessary to go to the Legislature finally, and a committee of eight was appointed from the Board of Education to take testimony of teachers. The result was that, in spite of objections by Superintendent Jasper, the law was amounded so that improvement in the intelligence of the classes is the criterion of the ability of the teacher and the condition of the teachers and vancement. Of course the new law made it more difficult for teachers to get high marks. They had to be sure the scholars understood what they were studying. It is only human that the teachers should dislike the law, and if they can make themselves friends of Superintendent Jasper and get him a lile office he will not be ungratoful.

President Hunt of the Board of Education said the Commissioners had put themselves on record as favoring the clause of the bill making the terms six years instead of two. That clause, Mr. Hunt said, if made a law, would be for the good of the school system. It would result in securing better assistant superintendents than those now in office. No one of the principals oder in the work of principals oder in the service and presumably of greater ability. It is on the report of the assistant superintendents and sit in judgment on the work of principals oder in the service and presumably of tion, Henry P. O'Neil, was in Albany to push the bill, with a delegation of the teachers. The Want to Ungerrymander Jersey City.

The Jersey City Republican Committee

has decided to test the legality of the gerrymandering resolution recently adopted by the Board of Aldermen which changes the lines of the Aldermanic districts in such a manner that five of the six are made Democratic. Ex-Judge R. B. Seymour, in behalf of the committee, gave formal notice yesterday to Corporation Counsel William D. Edwards and Corporation Attorney Robert S. Hudspeth that he would apply to-day to Supreme Court Justice Depue in Newark for a writ of certiorari to take the resolution to the Supreme Court for review. If the writ is granted it will be served at once on

the writ is granted it will be served at once on Mayor Cleveland. President Allen of the Board of Allermen, and City Clerk Scott. Mr. Seymour asser's that the law under which the resolution was adopted its special and local and therefore unconstitutional. He also says even if the law is constitutional the Aldermen did not proceed properly. They could change the lines only after a resolution had been masted and approved by the Mayor authorizing the change.

In addition to this he holds that the resolution is illegal because it was adopted at a special meeting from which two members of the Board were absent and there was no evidence presented to the Board that those members had been notified of the meeting. When the application is presented to Judge Denue today he can do one of three things. He can grant the writ, grant an order to show cause why the writ should not be granted or deny the application. Corporation Counsel Edwards says there is nothing in it. The resolution was adopted in due legal form, and he is confident the Supreme Court will not interfere with it. He will be in court to-day to oppose the granting of the writ.

It's Pneumonts Now, Not Hydrophobia. Peter McCoy, the Port Jervis barber who was

bitten by a mad dog three weeks ago and came to this city for Pasteur treatment, is down with pneumonia now. He had received just half his treatment for hydronuchia from Dr. Faul Gibler, and it cannot be continued until he recovers from his present illness. In the mean time there is no telling what may happen. The rabbits which Dr. Gibler inoculated with virus taken from the head of the mad dog which al-Coy brought with himdled yesterday. McCoy has not developed hydrophobia. phobia.

George Brown, a laborer, was bitten on the left thumb by a dog at the corner of Thirty-sixth street and First avenue yesterday afternoon. The wound, a slight one, was dressed

His Hands Too Hoft for a Farm Laborer's, PLAINFIELD, March 27.-On Wednesday aged man applied for work among the farmers at Mt. Bethel. The mountaineer farmers looked with suspicion upon his soft white looked with suspicion upon his soft white hands and neat clothing, and he received repeated rebuffs. Finally John Redmond hired him, lie did up the chores on Wednesday night in a clumsy way, and worked around resterday morning until noon, when he disappeared. In the middle of the atternoon he was found hanging dead in Joseph Wagner's wagon shed. His neck was broken. Nothing was found on his bedy to identify him. To the Redmonds he gave no other name than "Heary."

A Firm of Contractors' Carts, Harness, and Tools Ruined. HAZLETON, Pa . March 27 .- A. L. Reed & Co., contractors, engaged in building a railroad between this place and Green Mountain, were the victims of malicious depredation last night

the victims of malicious depredation last night by unknown persons. The firm has a large force of men at work and uses lifteen or twenty carts, all of which were destroyed. The wheels were taken off and broken to pieces. The har-ness that had been left in the carts was cut up and the tool houses broken open and their contents destroyed. A short time ago the firm discharged a number of Italians, and sus-plicion points to them. THE PASTEUR GERM-PROOF FILTER

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